— No. 4. —

No. 4.
The Emigration Commissioners to H. Merivale, Esq.
6 November 1856.

COPY of LETTER from the Emigration Commissioners to *H. Merivale*, Esq.

Sir, Emigration Office, 6 November 1856.

WITH reference to our Report of 30th ultimo, we have to state that Mr. Duncan Gibb, whom we had supposed to be the owner of the "John Calvin," has informed us that he sold his vessel of that name some time ago, and that the vessel reported to have arrived at Havana with Chinese immigrants, though bearing the same name, is not the same vessel. As there is no vessel of the name in Lloyd's list, we are unable to obtain any further particulars about her.

2. In respect to the "Duke of Portland," the other vessel mentioned in the New York paper, we enclose the copy of a letter which we have received from the owner. It will be seen from this letter that the whole number originally embarked was 330, and that of these, 130, or 2-5ths of the whole, died on the voyage. This is so shocking a mortality that Mr. Labouchere will probably think it right to endeavour to obtain through Her Majesty's Consul at Havana, as well as from the Governor of Hong Kong, some explanation of the causes which led to it.

1 November.

We have, &c.
(signed) *T. W. C. Murdoch.*
C. Alexander Wood.

Enclosure in No. 4.

Encl. in No. 4.

Sir, Greenock, 1 November 1856.

IN reply to your favour of 29th ultimo, received this morning, we beg to state that the "Duke of Portland" took on board 330 emigrants (not 500 as reported), of these 130 were lost from natural death (chiefly fever we understand) and *suicide*, but we have no particulars as to the number lost by each cause. The remainder, 200 were safely landed at Havana.

From what we know of the master, we feel certain, that no improper harshness would be used towards the passengers. The passage was a very protracted and severe one, besides the severe gales in rounding the Cape of Good Hope for three weeks, three hurricanes were encountered in the Carribean Sea, in as many days. Both master and crew were quite exhausted on their arrival, one or two of the latter died, and the chief mate was off duty two months.

We are, &c.
S. Walcott, Esq., Secretary. (signed *Thomas Hamlin & Co.*

Bx. i 1 D

— No. 5. —

(No. 130.)

No. 5.
The Right Hon. H. Labouchere to Governor Sir J. Bowring.
14 November 1856.

COPY of DESPATCH from the Right Honourable *H. Labouchere* [illegible] overnor Sir *John Bowring*.

Sir, Downing-street, 14 Nov[illegible]ber 1856.

I TRANSMIT herewith the copy of a letter and enclosure fro[illegible]r E. Buxton, together with two reports from the Colonial Land and Emigrati[illegible]ommissioners, on the subject of the mortality reported to have occurred a[illegible] the Chinese passengers on board the "Duke of Portland" and the "Joh[illegible]vin," on the voyage from Hong Kong to Havana.

Sir E. Buxton, 18 October 1856, page 4.

Emigration Commissioners, 30 October 1856, page 4.

Ditto - ditto, 6 November 1856, page 5.

As the mortality on board these vessels appears to have been of deplorable extent, I request that you will furnish me with any information which may exist respecting them at Hong Kong.

I have, &c.
(signed) *H. Labouchere.*

— No. 6. —

No. 6.
H. Merivale, Esq. to E. Hammond, Esq. 20 Nov. 1856.

COPY of LETTER from *H. Merivale*, Esq. to *E. Hammond*, Esq.

Sir, Downing-street, 20 November 1856.

I AM directed by Mr. Secretary Labouchere to transmit to you the copy of a letter and enclosure from Sir E. Buxton, together with two Reports from the Colonial Land and Emigration Commissioners, on the subject of the mortality reported to have occurred among the Chinese passengers on board the "Duke of Portland" and the "John Calvin," on the voyage from Hong Kong to Havana.

Sir E. Buxton, 18 October 1856, page 4.

Emigration Commissioners, 30 October 1856, page 4.

Ditto, 6 November 1856, page 5.

In laying these papers before the Earl of Clarendon I am to request that you will move his Lordship to instruct Her Majesty's Consul at Havana to furn[illegible] any information which he can obtain, respecting the cause of the great mortal[illegible] on board the vessels in question.

I am, &c.
(signed) [illegible]

— No. 7. —

No. 7.
The Earl of Shelburne to H. Merivale, Esq. 30 January 1857.

COPY of LETTER from the Earl of *Shelburne* to *H. M*[illegible]

Sir, Foreign Office

WITH reference to your letter of the 20th November last, [illegible] Earl of Clarendon to transmit to you; to be laid before Mr. S[illegible] the copy of a Despatch from Her Majesty's Consul-gen[illegible] stating the cause of the great mortality which occurred on [illegible] emigrant ships "Duke of Portland" and "John Calvin."

No. 69, 26 Nov. 1856.

(signed) [illegible]

Enclosure in No. 7.

Encl. in No. 7.

(No. 69.)

My Lord, Havana, 26 November 1856.

I HAVE the honour of acknowledging the receipt of Earl Shelburne's despatch, No. 26, of the 22d ultimo, transmitting copy of a letter from the President of the Strangers' Home for Asiatics, enclosing an extract from the "Shipping and Mercantile Gazette" of the 3d of October, directing attention to the cases of two vessels, the "Duke of Portland" and "John Calvin," which arrived here from Hong Kong with Chinese labourers, of whom a vast proportion were lost on the voyage, from natural deaths and suicides, and instructing me to cause inquiry to be made into the matter, and report the result to your Lordship.

I have to s[illegible]te, that the great mortality which took place on board the two vessels alluded to, did not [illegible]y observation at the time, and I inquired most minutely respecting the causes wh[illegible]t have led to such fatal results.

I am e[illegible] to report to your Lordship, that there was no blame whatever attached to the mast[illegible] either vessel, than whom it would perhaps be very difficult to find more humane o[illegible]petent persons in our mercantile marine; both ships had experienced surgeons, and a[illegible]le accommodation, sufficiently well ventilated for the number of passengers, which they c[illegible]ied.

There were [illegible] suicides, most of the attempts having been frustrated; but a fatal disease soon manifest[illegible]tself, the coolies probably predisposed to infection, owing to their not having been w[illegible]nditioned when they were put on board. The disease, it appears, spread, became epidem[illegible]d could not be got rid of even after they had taken in other water at St. Helena, so [illegible]f those on board the "John Calvin," 61 were landed sick, of whom 11 died here in th[illegible]spital, and two also of 27 who landed, and were sent to the hospital, from on board the "Duke of Portland." After that ship's arrival here, there was no want of good and wh[illegible]olesome provisions, and both ships had a plentiful supply of water taken in at Hong Kong; but this element, it is supposed, was not of a quality suitable for so long a voyage, and to [illegible]that is attributed the sickness, and, consequently, unusually great mortality which occurred.

I beg leave to [illegible]refer your Lordship to the medical report, which I have the honour o[illegible] enclosing herewith. And with the greatest respect,

I have, &c.
(signed) *Jos. T. Crawford*,
Consul-General, Cuba.

The Right Honourable the Earl of Clarendon,
&c. &c. &c.

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Sub-Enclosure to Enclosure in No. 7.

TRANSLATION REPORT.

THE diseases which caused the mortality of 130 colonists were various; it appears that some of them committed suicide, by throwing themselves into the sea; which circumstance has been attributed to the extravagant use of opium. The doctor told me that some had died from the results of the Shanghai fever, with which I am not acquainted, nor could he describe it to me; others from affections of the liver, others from scurvy, &c., so that no affection of a contagious nature prevailed amongst these people. Amongst the 27 sick who came to the infirmaries of the depôt on the 7th of September, there were various affections, but almost all were endemical, some with scurvy, others with affections of the liver, and one only with diarrhœa; two only died, the rest recovered quickly. The causes of this sickness have been principally owing to the quality of the water, and, probably, ought to be added, to the use of opium smoked to excess. The English frigate "John Calvin," Captain Thornhill, was still more unfortunate; this vessel, of sufficient capacity for more than 350 colonists, took on board only 297, she was provided with everything that could be wished for the good accommodation of the passengers; she left Hong Kong about the middle of March, and arrived at the Havana on the 2d of September; she lost during the voyage and the days of observation, in the quarantine, 122 colonists.

On the 9th day of September 61 sick entered the depôt; the report which I had from the doctor on board was, that all those who had died had been affected with the same malady as that which the 61 who came to the infirmaries of the depôt laboured under; it was easy for me to know that all had been affected, firstly with edema and then consecutively with asthenic dropsy, in fact all the 61 were in that state, and to this malady other affections were added, which complicated it, and superinduced a more speedy death.

Perchance it may be the first instance of this malady having appeared in an epidemic form; this affection is most frequently the result of organic injuries, but here everything proves that the organic injuries have been the consequence of the anasarsis, caused by a viciation of the blood which presented itself first in an endemical state, to which succeeded an edemis, and presently anasarsis; the scurvy should naturally present itself as a consequence of the affections originated at sea.

All the sick, as well as the healthy colonists, complained of the bad quality of the water, the former attributed to it their maladies; it is so easy to understand how this affection might have taken its origin from the imbibing of bad water, but we ought not neglect to observe, that others who drunk it were not sick; perhaps it ought to be added that the use of opium and little exercise, the temperature, &c., might have predisposed those who fell sick to be unfavourably prejudiced.

The anasarsis is considered by medical men to be one of the affections which in most cases causes death, but it is because the cases which are observed in practice are generally affections proceeding from an organic injury, here, on the contrary, the organic injuries, or, better said, the functional injuries, have been consequent on the disorganization of the hematous, and innervation, and it is indisputable that when the organic injuries were observable the malady resisted cure, as the principal elements of life, the hematous and inervation were attached in such a manner as to destroy the vital energies. Amongst the dead bodies which I have examined I have found the liver, the brain, and the lungs, &c. affected, but I have in all cases found that it was the effect of the serous infiltration of the celular intermuscular, submucus and subserous membranes; so that the organ did not act, not owing to its being affected, but because the tumefaction which encompassed it, took from it the space in which to enlarge its movements. There was then *un arret de functions*, and not an organ injury. Of the 61 sick I lost only 11, the rest recovered, but all commenced by being paralyzed in the limbs; when they were getting better, they commenced by being able to move their arms, but they continued paralyzed in their lower extremities for a considerable time. I have used drastic purges, I have continued them even in a state of perapluis, which I considered as approaching convalescence, but at the same time I made use of nox vomica and iron together, and, in some cases, electro-magnetic currents appeared to have a favourable effect.

(signed) *A. Dupierris.*

Habana, 30 September 1856.

— No. 8. —

No. 8.

The Earl of Shelburne to H. Merivale, Esq. 25 February 1857.

COPY of LETTER from the Earl of *Shelburne* to *H. Merivale*, Esq.

Sir, Foreign Office, 25 February 1857.

WITH reference to my letter* of the 30th ultimo, I am directed by the Earl of Clarendon to transmit to you, to be laid before Mr. Secretary Labouchere, copy of a despatch from Her Majesty's Consul-General at the Havana, confirming his former opinion, that no blame is to be attached to the masters of the "Duke of Portland" and "John Calvin," on account of the mortality which occurred on board those vessels.

*Page 6.

I am, &c.

(signed) *Shelburne.*

Encl. in No. 8.

Enclosure in No. 8.

(No. 73.)

My Lord, Havana, 26 December 1856.

I HAVE the honour of acknowledging the receipt of the Earl of Shelburne's despatch (No. 28) of the 28th ultimo, transmitting to me a copy of a letter and its enclosure from Sir Edward Buxton, and also copies of two reports from the Colonial Land and Emigration Commissioners, which your Lordship had received through the Colonial Department, on the subject of the mortality reported to have occurred among the Chinese passengers on board the "Duke of Portland" and the "John Calvin," on their voyage from Hong Kong to Havana.

* Page 6.

In my No. 69,* dated the 26th ultimo, I did myself the honour of reporting to your Lordship upon this subject, in obedience to the instruction which I received in the Earl of Shelburne's despatch (No. 26), of the 22d of October, and with reference to the medical report of Dr. Dupierris, which I transmitted along with the despatch. I have not since been able to obtain any further information, consequently have no observations to add, and only state, that no blame can be imputed to the masters, or to the parties interested, the colonists having been treated with every care and humanity, and provided for as they ought to have been, on board of both vessels.

I have, &c.
(signed) *J. T. Crawford,*
Consul-General in Cuba.

The Earl of Clarendon,
&c. &c. &c.

— No. 9. —

No. 9.
J. Booth, Esq. to H. Merivale, Esq.
3 February 1857.

COPY of LETTER from *J. Booth*, Esq. to *H. Merivale*, Esq.

Office of Committee of Privy Council for Trade,
Sir, Whitehall, 3 February 1857.

I AM directed by the Lords of the Committee of Privy Council for Trade, to request that you will call the attention of Mr. Secretary Labouchere to the case of the mortality among Chinese emigrants on board the ship "Duke of Portland," on her voyage from Hong Kong to the Havannah, in the year 1856.

My Lords' attention was called to this case by proceedings in one of the police courts, reported in the "Times" of the 5th December. They immediately requested the Local Marine Board of London to inquire into the case. That Board has made its report, and a copy of the report, and of the evidence taken, is enclosed for Mr. Labouchere's information. The evidence given before the Board is confirmed by the entries in the official log, which has been examined at this office.

The report and evidence contain a full statement of all that happened during the voyage. They show that of 332 emigrants shipped, no less than 128 died on the passage, most, as it appears, from fever, and some by suicide. They give an account of the first appearance of discontent and mutinous conduct on the part of the emigrants in the port of Hong Kong, and they show the steps taken by the captain in the course of the voyage. My Lords have, however, been anxious to obtain further information upon one or two points, to which the attention of the Local Marine Board does not appear to have been specially directed.

These points are:—

1. By what persons, and on whose behalf the ship was chartered for the voyage in question.

2. How it happened that the ship left Hong Kong on such a voyage so late in the season.

3. The conduct of the emigration officer at Hong Kong, whose duty it was to enforce the provisions of the Chinese Passenger Act.

On these points Captain Seymour, who has shown willingness throughout to give a full account of the matter, will no doubt be able to give information. He is at present away from London, but if he returns, or if my Lords can obtain the information from other quarters, they will forward it for Mr. Labouchere's information.

In the meantime they request that you will call his special attention to the following points:—

1. This

1. This is a case in which the ship took in her emigrants at, and sailed from Hong Kong, and that there ought, therefore, to have been no difficulty whatever in applying strictly the provisions of the Chinese Passenger Act, 1855.

2. That if those provisions and the regulations adopted under them concerning room, ventilation, &c., were complied with, there is good reason for thinking that the regulations are wholly insufficient to effect the desired object at any rate for such a voyage in such latitudes, and commenced at such a time of year as that of the "Duke of Portland."

3. Mr. Labouchere will observe, that the first appearance of discontent or mutinous conduct on the part of the emigrants appears to have arisen from the belief on the part of those last shipped, that they had been cheated by those who had engaged them. It is therefore very important to learn whether the emigration officer did, according to the terms of the certificate given in Schedule (B.) of the Chinese Passenger Act, inspect the contracts between the emigrants and their intended employers, and satisfy himself that they were reasonable, and that no fraud was practised in collecting the emigrants.

Under the above circumstances my Lords would suggest for Mr. Labouchere's consideration, that instructions should be given to the Governor of Hong Kong to make the strictest inquiries concerning the circumstances under which the "Duke of Portland" left Hong Kong, and concerning the conduct of the emigration officer with respect to that vessel.

It will, as it appears to my Lords, be also necessary to have it considered whether the regulations already adopted by the authorities at Hong Kong under the Chinese Passenger Act, are sufficient for the purpose, or whether further and more stringent regulations are necessary.

I am to add, that my Lords have communicated the facts of this case to the Foreign Office.

I have, &c.
(signed) *James Booth.*

Enclosure in No. 9. Encl. in No. 9.

Local Marine Board, 71, Cornhill,
20 January 1857.

Sir,

In compliance with your letter of 7th instant, this Board has caused inquiry to be made into the extraordinary mortality on board the ship "Duke of Portland," on a voyage from China to the Havannah with emigrants.

Every facility has been afforded by the owner and captain of the ship.

This Board are unanimously of opinion that no blame attaches to them, or any one connected with the ship; that Captain Seymour's conduct to the emigrants appears to have been kind and attentive, and that every possible precaution was used by him to decrease the mortality. Dr. Ludgatt appears also to have exerted himself for the same purpose.

The details of this unfortunate voyage will be found in full in the [illegible]y of Captain Seymour's letter to the owner, Mr. Hamlin, and the copy of the p[illegible]lings at the investigation, both sent herewith.

It appears to this Board that the mortality was greatly aggravated by the great heat and unusual length of the passage (150 days) caused by the sailing of the ship in an improper season; she sailed full one month later than she ought to have done, to enable her to get down the China Seas.

I am, &c.
(signed) *D. Dunbar,*
Chairman.

T. H. Farrer, Esq.,
Marine Department, Whitehall.

Sub-Enclosure to Enclosure in No. 9.

Local Marine Board, 71, Cornhill,
8 January 1857.

INVESTIGATION into circumstances attending the mortality of Chinese emigrants, whilst on board the ship "Duke of Portland," on her passage from Hong Kong to the Havana.

Present,—Messrs. Dunbar, Phillips, Green, Anderson, Ingham, and Captain Denny; Duncan Dunbar, Esq., in the Chair.

Captain *G. N. Seymour*, master, and Mr. *Thomas Hamlin*, owner of the "Duke of Portland," attended before the Board.

The letter of the 7th instant from the Board of Trade, calling the attention of this Board to a statement in the "Shipping Gazette" of the 6th instant concerning the mortality was then read.

Captain *Seymour* stated—"We left Hong Kong with 332 Chinese coolies, we had been measured for 334. We had a surgeon who had been all the voyage from London to New Zealand, and thence to China. He had a diploma. He had been approved by Captain Lane, Government Agent. We took out the Bishop of New Zealand and other passengers. We were to be paid a lump sum per head for all the Chinese coolies landed alive at the Havana. We received nothing for those who died. The coolies appeared in good health when shipped; that was the general opinion on our leaving China. There were ample medicines put on board by the owner. We had water from China in excess."

Captain Seymour then read a letter which he had addressed to the owner; it was dated "Havana, 10th September 1856," in which he states, that the emigrants were all on board on the 31st March 1856. "On 2d April, when hove short and ready for sailing, the Chinese crowded aft, took belaying pins from the rails and armed themselves with fire-wood, yelling and shouting in a fearful manner, throwing every thing moveable overboard. He then had an interview with the Stipendiary Magistrate, at the Supreme Court, who came on board with a police force; the coolies laughed at them, and at length they were driven below at the point of the bayonet. Then planted my two guns inside the cuddy door, loaded them with grape and canister, had the carronades loaded and placed at the poop fife rail, gave the men a cutlass each; Mr. May (magistrate) was then on board. He left a serjeant and five policemen on board, for sentries during the night. At daylight I was out of the Roads. When at sea they refused to cook; the third day I had the first suicide, and on an average I had three suicides daily between Hong Kong and until I passed the Straits of Sunda.

"On the morning of the 15th I discovered a plan among the Chinese to take the ship: the same afternoon they carried their plan out, but as I was quite prepared for them, a few well-directed blows from the flat of a cutlass prevented the rush, and J. Williams jumped overboard and saved the man who had been thrown from the forecastle; after the failure of the attempt they became quieter, but I had usually 12 to 18 in irons, for riotousbehaviour or attempted suicide.

"On evening of 28th an attempt was made to rescue one of their ringleaders who I had put in irons; one of them threw a large bone at me when trying to pacify them: I then thought it time to clear the decks, and in the struggle one was wounded in the side. I called at the Cocoa Islands in hopes of getting vegetables, fresh meat, and fish for the invalids, but was much disappointed with the result of my visit."
(Above from the letter.)

Captain Seymour then stated—"We lost 128 Chinese before arriving at the Havana, chiefly from [illegible]estive fever; it is like the Hong Kong fever. We lost one of the crew. I think the co[illegible]rought the seeds of the disease on board with them. When they would not eat, I ha[illegible]d to force food down their throats. We were 150 days on our passage from China [illegible]e Havana. We remained three days at St. Helena. We had vegetables from St. Hel[illegible] to within a few days of our arrival at the Havana. All the opium for the Chinese was consumed before we arrived at St. Helena. The Chinese mutinied before we sailed from Hong Kong, on account of their wanting more money. I believe one-third of them were kidnapped. They had spent the money they had before leaving China. The surgeon was kind to them; I was with them much more than the surgeon was; he saw them always twice a day. The Chinese were shipped under the direction of the chief magistrate; I have a document from him, stating that all required for them was shipped. The entries regarding the assistance rendered by the magistrate at Hong Kong, were made a day or two after in the official log. The opium required by law was put on board in China, and I got more at St. Helena. I gave the doctor full authority at St. Helena to get all the opium and medicines he required."

(Entries in the official log regarding the disturbance previous to sailing, the medical treatment, and the plan for giving more air to the emigrants, were then read.)

Captain

Captain Seymour then stated,—"The ship is 533 tons. The emigrants had the whole of the lower deck, excepting the cuddy. We could see the difference between those who died from congestive fever, and those who suffered from the want of opium. In April the thermometer in my cabin ranged from 82° to 90°. The season of the year was bad for them. The ship had scuttles. She has carried emigrants before. I was 100 days to St. Helena. The loss of the monsoon in the China Sea was caused by our detention in China. They could not get the people ready for shipping. We sailed from Hong Kong on the 2d April. Only one man was injured in the disturbance; he was wounded. The 'John Calvin' sailed about three weeks before me, and arrived after me. The scurvy was frightful on board that ship; we had none. I was told by the consul at the Havana, that I was the first ship arrived there without scurvy on board. I was without a chief mate for two months coming home; he was below, sick, and off the Cape too, in bad weather."

The Interpreter, a Chinese, who came from China in the ship, was examined; he stated, "The first time come on board ship, Chinamen complain; had not money, wanted captain to pay them."

Captain Seymour here stated, "They agree to serve for so long a period. They got food, clothing, and everything. They complained they had one dollar given to them instead of eight."

The Interpreter then stated:—"Some sick jump overboard. I keep men always to look after sick. Don't know why that man jump overboard. They had food prepared regularly. They wanted to get possession of the ship; said they would never get back to China; they wanted to set her on fire. Some men say, not tell me. They threatened to kill me and the captain. I believe the men only got one dollar. One 'Portugal' take money from them going down. The mandarin told them they would be paid more when they got on board. One day only at sea, in a gale of wind, they only had biscuits; could not cook. The doctor saw them two or three times a day."

Captain Seymour also stated:—"I never laid down in my bed without a cutlass at my belt. I believe the men all received their eight dollars, because there had been a previous row about it, in the 'John Calvin.' We had 25 Chinese, from Hong Kong; all the others were from Macao."

The inquiry was then adjourned until the 15th instant, for the purpose of obtaining the evidence of the surgeon.

Local Marine Board, 71, Cornhill,
15 January 1857.

Present, Messrs. Dunbar, Green, Ingham, and Anderson, and Captains Denny and Hunter.
Duncan Dunbar, Esq. in the Chair.

THE Board resumed the investigation into the circumstances attending the mortality of Chinese emigrants, whilst on board the ship "Duke of Portland," adjourned from the 8th instant.

Captain *G. N. Seymour*, the master, and Mr. *Thomas Hamlin*, the owner, attended before the Board.

Mr. *David Ludgat*, surgeon of the "Duke of Portland," was then called in; he stated: "A low typhoid fever generally prevailing among the low class of Chinese was brought on board by them when shipped at Hong Kong. Sufficient food was provided for the coolies. The sickness was attributed to improper food used by themselves, such as onions and pickles. A number of suicides took place, but many more would have taken place, had not the boat been kept in readiness to pick those up who jumped overboard. The Chinese were kindly treated all the time, both as to diet and other necessaries of life, and were supplied with the usual quantity of opium. I have not seen any of the cases on shore, but had the symptoms of the peculiar fever which the Chinese are subject to, described to me by the medical officer of the hospital. The symptoms on board were the same as those described to me by the medical officer. I prescribed the same medicines and treatment as adopted in the hospital. The fever appeared among the coolies after they had been three days on board. Within a week after sailing as many as sixty cases had appeared. All the symptoms on board were the same as those described by Dr. Barton, the hospital surgeon. The berthing was in every way well fitted. The habits of the Chinese were very filthy. Every means was used to correct their habits, by taking every precaution to keep them as clean as possible. The length of the voyage aggravated the symptoms, and increased the number. The number of deaths were nearly the same all the voyage, but increased in malignity. The deaths after our arrival at Havana were much the same. No expedient to ensure carrying coolies such a long voyage can be put in force but to lessen the numbers. This disease would be infectious among persons of low habits, but with those more robust not so. "The

The coolies had food so regular on board that they had no occasion to complain. The boatswain was the only one of the crew that died. The mate and steward were seized with the disease, but they recovered; they were occupied more among the Chinese than others of the crew; I am disposed to think that the disease is infectious. When the disinfecting matter was all used, the 'tween-decks were fumigated with boiling pitch daily, when possible to do it. The coolies died from debility and affection of the liver and lungs, and exhaustion arising from the seeds of the disease. The chief mate was treated for the same disease previous to sailing from Hong Kong. As many of the coolies as could be allowed with safety were ordered on deck daily. Captain Seymour's conduct was attentive at all times to the Chinese in satisfying their wants and attending to their cleanliness. Those of the Chinese who attempted to commit suicide, and were picked up, generally made a second attempt; they were then more carefully looked after."

— No. 10. —

No. 10.
T. H. Farrer, Esq. to H. Merivale, Esq.
5 February 1857.

COPY of LETTER from *T. H. Farrer*, Esq. to *H. Merivale*, Esq.

Office of Committee of Privy Council for Trade,
Whitehall, 5 February 1857.

Sir,

* Page 8.

REFERRING to Mr. Booth's letter* of the 3d instant, on the subject of the mortality on board the ship "Duke of Portland," I am directed by the Lords of the Committee of Privy Council for Trade to enclose, for Mr. Labouchere's information, the following documents.

No. 1. Copy of questions addressed to the master of the "Duke of Portland," and of his replies.

No. 2. Copy of a statement made by John Hagan, late chief officer of the "Duke of Portland;"

No. 3. Copy of the Emigration Officer's Certificate.

No. 4. Being very voluminous, is not printed. Copy of the List of the Male Emigrants who embarked in the "Duke of Portland;"

No. 5. (Not printed.) Copy of a document in Spanish annexed to the certificate, with its indorsements. On the back of this document are Chinese characters, apparently a translation.

The statement made by Hagan, who my Lords have reason to believe to be a respectable and trustworthy man, was made in the presence of certain officers of this department, and subsequently taken down in writing.

Mr. Labouchere will observe that, if this statement be true, a large number of the emigrants were sick at the time the emigration officer granted his certificate; that he did not see them individually; and that he does not appear to have had that personal communication with each of the emigrants which would seem to be necessary, in order to ascertain that the agreements with them were properly made and understood.

My Lords wish it to be understood, that they are not considering a charge as proved, which the emigration officer has no means of rebutting, but they think it right to call Mr. Labouchere's attention to the statements made, in order that full inquiry may be made at Hong Kong.

I have, &c.
(signed) *T. H. Farrer.*

Encl. in No. 10.

Enclosures in No. 10.

No. 1.

QUERIES asked of the Captain of the "Duke of Portland."

30 January 1857.

1. How, and by whose orders did the ship happen to be engaged in the carrying of Chinese emigrants?
2. Who were the charterers of the ship on the voyage from China to the Havanna; and on whose account were the emigrants shipped?
3. If done through an agent in China, what was the name and address of the agent?
4. How did it happen that with such a voyage in view the ship sailed from Hong Kong with such a cargo so late in the season?

5. Was

5. Was the ship duly surveyed by an emigration officer at Hong Kong; if so, what was his name; and when was the survey commenced, and when completed?

6. Can the captain furnish a copy of any certificate or document given by the emigration officer?

The Registrar of Seamen. (signed) *T. H. Farrer.*

REPLIES of Master of "Duke of Portland" to the foregoing Queries.

1. FROM various contingencies, arising in the earlier part of the voyage, the ship was thrown out of the tea and silk carrying trade, in which it was first purposed to employ her, and it was optional with me to employ her as I considered prudent.

2. The charterer was a Don A. R. Ferran, of Havana, but at that time residing at Macao, and the emigrants were shipped on his account.

3. Messrs. Lyall Still, Hong Kong, were agents for A. R. Ferran, and through them the charter was negociated.

4. The ship preceding the "Duke of Portland" experienced great difficulty in obtaining her emigration papers; and the charterers could not pay that attention in collecting the emigrants necessary in order to despatch the ship at an earlier date.

5. The ship was surveyed and measured by Captain Watkins, the harbour-master at Hong Kong, in February 1856, afterwards by the emigration officer, whose name will be found attached to the papers left at the registry office for copying on Saturday.

6. Yes, and left at the registry office on Saturday.

(signed) *Geo. F. Seymour.*

No. 2.

John Hagan (certificate of competency, 11,628) joined the "Duke of Portland" in London, as second mate, in March 1855, bound to New Zealand with emigrants, thence to Shanghai and Hong Kong, where the ship was chartered to convey Chinese emigrants to Havana.

Marginal notes by Captain Seymour.

Before receiving the emigrants at Hong Kong, the ship was surveyed and measured by the Emigration Officer; a deck-house was built, and other preparations made for their reception. In February 1856, 25 came on board from the shore; they had a small chest each, and a change of clothing. About a week after, 225 came alongside in a steam-vessel from Macao; they had bags with them, but no chests; afterwards four or five escaped to the shore. The steamer returned with another batch of 86,* about a week after.

Measured by harbour master, who inspected the ship twice.

These men were on board three or four days before we sailed, and about the second day,† the Emigration Officer came on board, and all the emigrants that were able assembled on the deck. The Emigration Officer addressed them in the Chinese language, not individually, but generally.

The Captain ordered me to go below and report how many were too ill to come upon deck. I found 38 were in their berths, and did not make their appearance on deck. Before this one of them had died, and his body had been sent on shore. This was the only time the Emigration Officer spoke to the men.

When we were about getting under weigh, the emigrants began to mutiny; the Captain was on shore at the time, but finding they were likely to be troublesome, we lowered the fore topsail. When the master came on board and found how matters stood, he returned again to the shore, and went to the Agents, and Messrs. Lyell and Co.,‡ the charterers. Some person from their office came on board, with eight or ten policemen, armed, and the emigrants were all sent to their berths. Three policemen remained on board all night. I understood from the interpreter, that the cause of the disturbance arose from the promised amount of advance in money not having been paid. On 3rd of March we sailed, and fortified the after-part of the ship, to keep the emigrants under. Before we had been many days at sea, the deaths became very frequent, and the sickness increased very much. The sickness arose from the loss of their opium, and some were so disposed when they came on board.§ Some of the emigrants had a little opium with them; the doctor used all he had. Several times during our passage down the China Seas the emigrants were [illegible]roublesome; some slipped overboard during the night,‖ and were not missed till the nex[illegible]ning; those that went overboard during the day were all saved, excepting one man. [illegible] the time we arrived at St. Helena, more than 100 had perished. We remained there three days, took in fresh provisions, water, vegetables, and the medicine chest was, I believe, replenished; it was not short of anything before, as far as I know. Upwards of 30 died between St. Helena¶ and Havana; but the remainder appeared in a better state of health, and very few committed suicide.** When we arrived at Havannah, we laid eight days in quarantine; there were two deaths during this period, and the bodies were buried on shore. We put the emigrants on board the receiving ship, and I do not know what became of them afterwards. The charterer, I understood, was a Spaniard at Havannah, his agents being Messrs. Lyall, Still, and Co., of Hong Kong.

We remained at Havannah about 14 days, and then went to St. Cruz for mahogany and cedar for London. At Havannah the chief mate left, and I was appointed in his stead.

There was plenty of water, rice, and meat; the emigrants were not on short allowance during the voyage; provisions were served out to the ten cooks twice per day, and they divided

* These 86 were in an exhausted state from sea sickness, having experienced heavy weather on the passage from Macao.

† I believe the day after, and I believe he was on board twice, if not more. These were suffering from the effects of sea sickness principally.

‡ No person came from Lyell Still's office on this occasion. They refused to assist or interfere in any way.

I do not recollect the number, but more than that stated.

3d April.

For the deaths, &c. the O. F. L. is an authority. I do not recollect.

§ Incorrect, for I had option of refusing any that myself or surgeon considered unhealthy or unfit for the voyage, and I know of but one man that I could have objected to. Many had skin diseases.

‖ Several were picked up during the night.

¶ Fewer deaths and a larger number of suicides, and those of the most determined character.

** I cannot state numbers, having no papers here to refer to.

divided it among the men. The doctor went round twice every day to visit the sick men and of a night, when called upon. There was a great stench in the ship,* owing to the manner in which the Chinese used the water closet, one of which was within five feet of the ship's galley; they were not built in a proper manner† for the way in which they use them. The urine was not carried off, but run along the deck. The men slept on mats, but were very lousy; no soap was allowed by the ship,‡ and consequently they were very filthy, and were covered with vermin. Dead bodies were sewed up in rice bags and thrown overboard.

One of the crew died the day after we left St. Helena,§ and some of the crew were sick in the China Seas.‖

(signed) *John Hagan*,
Late Chief Officer.

February 4th, 1857.

Signed in presence of Everard Home Coleman.

(signed) *J. H. Brown*,
Registrar General of Seamen.

At first under my own, afterwards under the superintendence of the interpreter and boatswain.

*This I consider incorrect.

† Query: Could Mr. Hagan suggest an improvement? I could not.

‡Soap and fresh water was issued to the sick, and soap was obtained at St. Helena for their use.

§Taken ill the day after sailing; died about ten days after sailing.

‖ The greater number suffering from venereal or its effects.

No. 3.

EMIGRATION OFFICERS' CERTIFICATE.

I HEREBY authorize the Chinese passenger ship, "Duke of Portland," to proceed to sea for the port of Havana, in Cuba; and I certify that the said ship can legally carry 334 adults, and that there are on board 334 passengers, making in all 334 adults, viz., 334 men, no women, no male children, and no female children, such children being between the ages of one and twelve years; that the space set apart and to be kept clear for the use of such emigrants is as follows: On the upper deck, 1,140$\frac{8}{12}$ superficial feet, being fore poop cabins, cabin before poop, and deck-house; and in the between decks 2,870$\frac{5}{12}$ superficial feet, being the whole deck; that the ship is properly manned and fitted; and that the means of ventilating the part of the between decks appropriated to passengers are as follows: scuttles, air funnels and windsails; that the ship is furnished with a proper quantity of good provisions, fuel, and water, more than sufficient for the passage to St. Helena, for 168 days' issues to the passengers, according to the annexed dietary scale; and with a proper quantity of medicines, instruments, and medical comforts, according to the annexed scale of medical necessaries; that I have inspected the contracts between the emigrants and their intended employers (the terms of which are annexed to this certificate), and consider them reasonable; that no fraud appears to have been practised in collecting the emigrants; and that there are on board a surgeon and interpreter, approved by me, and designated respectively David Sudgate and Sungto.

The master of the ship is to put into St. Helena for water and fresh vegetables.

Passage from Hong Kong to St. Helena estimated at 90 days; from St. Helena to Havana at 79 days.

(signed) *C. B. Hillier*,
Emigration Officer.

Dated at Hong Kong this 1st day of April 1856.

Annexed to this certificate are:

1. Passenger List, as supplied by master.
2. Copy of the Contract for Labour.
3. Schedule A of Chinese Passenger Act.

— No. 11. —

No. 11.
E. Hammond, Esq. to H. Merivale, Esq.
3 March 1857.
* Pages 6 and 7.

Sir J. Bowring's. No. 5.
January 1857.

COPY of LETTER from *E. Hammond*, Esq. to *H. Merivale*, Esq.

Sir, Foreign Office, 3 March 1857.

WITH r[illegible]ce to Lord Shelburne's letters* of the 30th of January last and the 25th u[illegible]6, inclosing copies of Reports from Her Majesty's Consul-General at the Hav[illegible]a, relative to the mortality on board the British ships, "Duke of Portland" and "John Calvin," which conveyed Chinese emigrants from Hong Kong to the Havana, I am directed by the Earl of Clarendon to transmit to you a copy of a despatch from Her Majesty's Plenipotentiary in China, inclosing copies of Reports from the Emigration Officers' Department at Hong Kong, relative to the above-mentioned vessels; and I am to request that, in laying the enclosed papers before Mr. Secretary Labouchere, you will move him to inform Lord Clarendon, whether he would wish his Lordship to take any further steps either with Sir John Bowring, or with the Board of Trade.

I am, &c.
(signed) *E. Hammond.*

Enclosure in No. 11.

(No. 5.)

Superintendency of Trade, Hong Kong,
1 January 1857.

My Lord,

In reply to your Lordship's despatch,* No. 209, dated 18th October last, directing me to make inquiry into the cases of "John Calvin," and "Duke of Portland," British ships which conveyed Chinese emigrants from this colony to the Havana, a great mortality having taken place during the voyage, I have now to forward to your Lordship the information I have obtained from the Emigation Officer's Department through the Colonial Secretary.

* Page 3.

I have, &c.
(signed) *J. Bowring.*

The Earl of Clarendon, K.G.,
&c. &c. &c.

Sub-Enclosure in No. 11.

Emigration Office, Victoria, Hong Kong,
29 December 1856.

Sir,

I do myself the honour to acknowledge the receipt of your letter dated the 26th instant, No. 975, transmitting a letter from the Superintendency of Trade, and also enclosing a copy of a communication from the President of the Strangers' Home for Asiatics in England, with reference to the mortality which is said to have occurred on board the emigrant ships "John Calvin" and "Duke of Portland," which vessels were cleared out from this port bound to Havana, by my predecessor (Mr. Hillier), on the 12th of March and 1st April last, respectively, and requesting me to furnish you with the fullest particulars in my power respecting them.

2. On reference to the records of my predecessor, I find that the ship "John Calvin" was authorised to carry 81 passengers only, whereas, by the slip of newspaper attached to Sir E. N. Buxton's letter to the Earl of Clarendon above mentioned, I find that 110 deaths occurred on the voyage! It would therefore appear that this vessel succeeded in going to sea with a much larger number of coolies than that authorised by the emigration officer, a copy of whose certificate is hereto annexed, and also an extract from the emigration record book, which purports to show, that a portion of the coolies originally shipped had declined to proceed on the voyage. No. 1.

3. As regards the ship "Duke of Portland," I can only say, that the vessel was authorised to carry 334 passengers only, out of which number she appears to have landed 202. A copy of the clearance certificate of Mr. Hillier I also annex; I would, however, remark, that the requirements of the Chinese Passengers Act of 1855, appear to have been complied with at this port; that the vessel carried a surgeon, was supplied with medicines according to the scale prescribed in Schedule (A), and that the bonds in each case, copies of which are annexed, were duly entered into and executed. No. 2. No. 3. No. 4. No. 5.

4. It appears to me that the ship "John Calvin" was improperly allowed to clear inwards at Havana with a greater number of coolies on board than the emigration officers' clearance from this port permitted; and that had an inquiry taken place at Havana, the fraud in both cases, if any had been committed, would have been detected, and this Government would no doubt have been furnished with such evidence as would have enabled it to recover from the sureties the penalties for the non-fulfilment of the provisions of the "Chinese Passengers Act" of 1855.

I have, &c.
(signed) *C. R. Mitchell,*
Emigration Officer.

The Hon. W. F. Mercer,
Colonial Secretary, &c. &c. &c.

No. 1.

EMIGRATION OFFICER'S CERTIFICATE.

I hereby authorise the Chinese passenger ship, "John Calvin," to proceed to sea for the port of Havana in Cuba; and I certify that the said ship can legally carry 301 adults, and that there are on board 81 passengers, making in all male statute adults*; that the space set apart and to be kept clear for the use of such emigrants is as follows:—On the upper deck, 895.5 superficial feet, being fore poop cabin, 337.7; after deck house, 99.4; fore deck house, 458.6; and in the between decks, 2,724.2 superficial feet, being the whole deck; that the ship is properly manned and fitted, and that the means of ventilating the part of the between decks appropriated to passengers are as follows:—Wind sails and ventilation trunks; a plank taken out on each side of the deck; that the ship is furnished with a proper quantity of good provisions, fuel, and water for 147 days' issues to the passengers according to the annexed dietary scale, and with a proper quantity of medicines, instruments, and medical comforts according to the annexed scale of medical necessaries; that I have inspected the contracts between the emigrants and their intended employers (the terms of which are annexed to this certificate), and consider them, as now modified, to be

*(*sic* in original.)

be reasonable; that no fraud appears to have been practised in collecting the emigrants and that there are on board a surgeon and interpreter approved by me, and designated respectively, Le Chew and Laong Ahoy. The master of the ship is to put into St. Helena for water and fresh vegetables. Estimated length of voyage from Hong Kong to St. Helena, 79 days; St. Helena to Havana, 68 days.

(signed) *C. B. Hillier,*
Emigration Officer.

Dated at Hong Kong this 12th day of March, 1856.

True copy.
(signed) *C. R. Michell,*
Hong Kong, 29 December 1856. Emigration Officer.

No. 2.

This ship was despatched by Messrs. Lyall, Still, & Co., who applied for a clearance for 302 passengers (the ship had capacity for 301 and a portion) but on the passengers being mustered and the contracts explained by the emigration officer, all but 81 declined to go. Messrs. Lyall, Still, & Co. were told that a certificate could be granted for such passengers only as had signed their contracts and come on board willingly, with a full knowledge of the premises; that this present refusal to proceed, made evidence of consent in each case necessary. They replied that they were not prepared with this evidence, as the contracts had for the most part been witnessed before the procurador of Macao; they preferred, therefore, to receive a clearance for the number now consenting. There was no evidence of fraud or violence in collecting the men, but, on the contrary, proof of unusual care.

True copy.
(signed) *C. R. Mitchell,*
Emigration Officer.

Hong Kong, 29 December, 1856.
True copy.
(signed) *W. Woodgate.*

No. 3.

EMIGRATION OFFICER'S CERTIFICATE.

I HEREBY authorize the Chinese passenger ship, "Duke of Portland," to proceed to sea for the port of Havana, in Cuba; and I certify that the said ship can legally carry 334 adults, and that there are on board 334 passengers, making in all 334 adults, viz., 334 men, no women, no male children, and no female children, such children being between the ages of one and twelve years; that the space set apart and to be kept clear for the use of such emigrants is as follows:—On the upper deck, 1,140$\frac{8}{12}$ superficial feet, being fore poop cabins, cabin before poop, and deck-house, and in the between decks, 2,870 $\frac{5}{12}$ superficial feet, being the whole deck; that the ship is properly manned and fitted, and that the means of ventilating the part of the between decks appropriated to passengers are as follows: scuttles, air funnels, and wind sails; that the ship is furnished with a proper quantity of good provisions and fuel; water, more than sufficient for the passage to St. Helena, for 168 days' issues to the passengers, according to the annexed dietary scale, and with a proper quantity of medicines, instruments, and medical comforts, according to the annexed scale of medical necessaries; that I have inspected the contracts between the emigrants and their intended employers (the terms of which are annexed to this certificate), and consider them reasonable; that no fraud appears to have been practised in collecting the emigrants; and that there are on board a surgeon and interpreter approved by me, and designated respectively David Ludgate and Sungto. The master of the ship is to put into St. Helena for water and fresh vegetables. Passage from Hong Kong to St. Helena, estimated at 90 days; from St. Helena to Havana, at 78 days.

(signed) *C. B. Hillier,*
Emigration Officer.

Dated at Hong Kong this 1st day of April 1856.

Annexed to this certificate are:
1. Passenger List, as supplied by master.
2. Copy of the Contract for Labour.
3. Schedule (A) of Chinese Passengers' Act.

True copy.
(signed) *C. R. Michell,*
Emigration Officer,

Hong Kong, 29 December, 1856.
True copy.
(signed) *W. Woodgate.*

No. 4.

COLONY OF *Hong Kong* to wit.

KNOW all men by these presents, that we are held and firmly bound unto our Sovereign Lady Queen Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, in the sum of one thousand pounds of good and lawful money of Great Britain, to be paid to our said Sovereign Lady the Queen, her heirs and successors; to which payment, well and truly to be made, we bind ourselves and every of us, jointly and severally for and in the whole, our heirs, executors, administrators, and every of them, firmly by these Presents.

(L. S.) (signed) *A. Thornhill.*
(L. S.) „ *Geo. Lyall.*
(L. S.) „ *C. F. Still.*
Sealed with our Seals.

Dated at Hong Kong this 11th day of February 1856.

Whereas by the Chinese Passengers Act, 1855, it is enacted, that before any Chinese passenger ship shall clear out or proceed to sea on a voyage of more than seven days' computed duration, the master thereof shall, with two sufficient Sureties to be approved by an Emigration Officer, enter into a bond to Her Majesty, her heirs and successors, in the sum of one thousand pounds:

Now the condition of this obligation is this, that if (in respect of the ship "John Calvin," whereof Alonso Thornhill is master) all and every of the requirements of the said Chinese Passenger Act, and of the regulations contained in Schedule (A.) to the said Act annexed, or enacted by the Legislature of Hongkong, shall be well and truly observed and performed, then this obligation to be void, otherwise to remain in full force and effect.

Signed, sealed, and delivered by the above-bounden Alonso Thornhill, George Lyall, and Charles Frederick Still, in the presence of,

(signed) *C. B. Hillier,*
Emigration Officer.

(True copy.)

(signed) *C. R. Michell,*
Hong Kong, 29 December 1856. Emigration Officer.

(True copy.)
W. Woodgate.

No. 5.

KNOW all men by these presents, that we are held and firmly bound unto our Sovereign Lady Queen Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, in the sum of one thousand pounds of good and lawful money of Great Britain, to be paid to our said Sovereign Lady the Queen, her heirs and successors, to which payment, well and truly to be made, we bind ourselves and every of us, jointly and severally for and in the whole, our heirs, executors, administrators, and every of them, firmly by these presents.

(L. S.) (signed) *Geo. F. Seymour.*
(L. S.) „ *A. C. Malcolm.*
(L. S.) „ *Geo. Lyall.*
Sealed with our Seals.

Dated at Hongkong this 28th day of March 1856.

Whereas by the Chinese Passengers Act 1855, it is enacted, that before any Chinese passenger ship shall clear out or proceed to sea on a voyage of more than seven days' computed duration, the master thereof shall, with two sufficient sureties to be approved by an Emigration Officer, enter into a bond to Her Majesty, her heirs and successors, in the sum of one thousand pounds:

Now the condition of this obligation is this, that if (in respect of the ship "Duke of Portland," whereof George Frederick Seymour is master) all and every of the requirements of the said Chinese Passenger Act, and of the regulations contained in Schedule (A.) to the said Act annexed, or enacted by the legislature of Hong Kong, shall be well and truly observed and performed (in like manner as the same ought to be observed and performed in case the said ship were a British ship, and the said* a British subject,) then this obligation to be void, otherwise to remain in full force and effect.

* (This blank was in the original certificate.)

Signed, sealed, and delivered by the above-bounden George Frederick Seymour, Alexander Campbell Maclean, and George Lyall, in the presence of,

(signed) *C. B. Hillier,*
Emigration Officer.

(True copy.)

(signed) *C. R. Michell,*
Hong Kong, 29 December 1856. Emigration Officer,

(True copy.)
W. Woodgate.

— No. 12. —

No. 12.
H. Merivale, Esq. to E. Hammond, Esq.
14 March 1857.

COPY of LETTER from *H. Merivale*, Esq., to *E. Hammond*, Esq.

Sir, Downing-street, 14 March 1857.

I AM directed by Mr. Secretary Labouchere to acknowledge your letter of the 3d instant, transmitting a report from Sir John Bowring respecting the emigrant ships, "John Calvin" and "Duke of Portland," and inquiring whether there are any further steps which Mr. Labouchere would wish to be taken by the Foreign Office on this subject.

I am desired to transmit to you in answer, the enclosed copy of a despatch which has been addressed to Sir John Bowring, making some further inquiry into such measures as were adopted when these vessels sailed from Hong Kong; and I am to state that the Board of Trade has been informed of these inquiries. Nothing more appears to Mr. Labouchere to be required at the present moment.

14 March 1857. No. 28. *Vide* page 19.

I am, &c.
(signed) *H. Merivale.*

— No. 13. —

No. 13.
H. Merivale, Esq. to J. Booth, Esq.
14 March 1857.

COPY of LETTER from *H. Merivale*, Esq., to *J. Booth*, Esq.

Sir, Downing-street, 14 March 1857.

WITH reference to your letter of the 3d, and to Mr. Farrer's letter of the 5th of February, I am directed by Mr. Secretary Labouchere to transmit to you the inclosed copy of a despatch, just received through the Foreign Office from Sir John Bowring, by which it would appear that the "John Calvin" and the "Duke of Portland," were both of them regularly cleared by Mr. Hillier, the Emigration Officer. Mr. Hillier himself is unhappily since deceased. Sir John Bowring will be called upon to inquire, as you have suggested, whether the passengers by the "Duke of Portland" were duly seen, and the correctness of their agreements ascertained; but it is to be observed that the evidence which the documents now received afford of the promptitude and vigour of action in this respect in the case of the "John Calvin," gives reason to hope that there was no undue neglect of the same matter in the case of the other ship, the "Duke of Portland," which sailed about the same time and under the same superintendence.

1 January 1857. No. 5. *Vide* page 15.

I am to acquaint you, however, that Mr. Labouchere notices another point which also requires to be cleared up. The rules appended to the Chinese Passengers Act, require that for every passenger on board there should be at least five superficial feet on the upper deck and 12 such feet below. The legislature of Hong Kong had power, under the Act itself, to substitute other rules, but Mr. Labouchere is not aware that the power has been exercised. Nevertheless, in the case of both these vessels the number of superficial feet allowed to each passenger is only about three on the upper deck, and eight on the lower. As the reduced space so nearly agrees in the case of each vessel, it may be that the Emigration Officer proceeded on some local rule which has escaped notice. But an explanation will be demanded on the point; and it is decidedly Mr. Labouchere's opinion that the space named in the rules appended to the Act of Parliament is not larger than sufficient.

I am, &c.
(signed) *H. Merivale.*

— No. 14. —

(No. 28.)

No. 14.
Right Hon. H. Labouchere to Governor Sir J. Bowring.
14 March 1857.

Copy of DESPATCH from the Right Hon. *H. Labouchere* to Governor Sir *John Bowring*.

Sir, Downing-street, 14 March 1857.

With reference to my despatch,* No. 130, of the 14th of November last, sending to you such accounts as had at that time been received at this office of the deplorable mortality on board of two Chinese emigrant ships named the "Duke of Portland," and the "John Calvin," I transmit herewith two letters from the Board of Trade. The first of these letters encloses an account of an inquiry into this case by the Local Marine Board of London. The second encloses some other documents, including a statement by the chief mate of the "Duke of Portland," with explanatory notes by the captain in the margin, and also a copy of the certificate granted to the "Duke of Portland" by the emigration officer at Hong Kong. I am likewise desired to enclose a copy of the answer returned from this department to the Board of Trade.

* *Vide* page 5.

3 February 1857, *Vide* page 8.
5 February 1857. *Vide* page 12.
14 March 1857, *Vide* page 18.

Accounts have been received from Her Majesty's Consul at Havannah, in which he agrees with the Local Board in London, in exonerating from blame the master and the parties interested in the ship. He states that there is no reason to doubt that the emigrants were treated with every care and humanity. He says, that a fatal disease manifested itself among the coolies, and that they were probably predisposed to infection from not being in good condition when they were put on board. Both the "Duke of Portland" and the "John Calvin" are stated to have had a plentiful supply of water taken in at Hong Kong, but the Consul remarks, that it is supposed that it was not of a quality suitable to so long a voyage, and that it was often complained of by the passengers.

From the enclosures to your despatch† to the Earl of Clarendon, No. 5, dated the 1st of January, it appears that the passengers embarked in the "John Calvin" were duly inspected, and the correctness of their agreements ascertained. In compliance with the concluding suggestion in the letter‡ from the Board of Trade, dated the 5th of February, I have to request that you will inquire what record or evidence may exist, that a similar course was pursued in regard to the "Duke of Portland."

† Page 15.

‡ Page 12.

With respect to both vessels, I wish an explanation upon the numbers which they were computed to be legally qualified to carry. The body of rules appended to the Chinese Passenger Act required for each passenger a space of five superficial feet on the upper, and 12 superficial feet on the lower deck. I am not aware that the Hong Kong legislature has exercised its power to substitute another set of rules; but the figures embodied in the Emigration Officers' Certificates would only allow about three superficial feet above and eight below, in proportion to the number of passengers declared admissible in the "John Calvin" and "Duke of Portland." I shall be glad to receive a report on this subject. The space prescribed in the rules annexed is, in my opinion, decidedly not larger than sufficient, and it ought not to be diminished. I may also remark, that no requirement of the Passengers Act is more important than the one limiting the numbers to be carried, and that it is additionally useful from its simplicity, and from the consequent ease with which this security for the good of the passengers can be enforced.

I have, &c.
(signed) *H. Labouchere.*

Note.—A correspondence between the Board of Trade and the Lord Advocate on the subject of the "John Calvin" (not included in the above return) is now taking place, and will be presented when the Papers are ready.

Digitized with financial assistance from
Shri Brihad Bhartiya Samaj
on 24 February, 2020

CHINESE EMIGRANTS.

COPIES of COMMUNICATIONS to or from the Foreign Office, Colonial Office, Board of Trade, and any other Department of Her Majesty's Government, on the subject of MORTALITY on board the "Duke of Portland," or any other British Ships carrying EMIGRANTS from *China*.

(*Mr. Cardwell.*)

Ordered, by The House of Commons, *to be Printed,*
21 *March* 1857.